

GREATER LAFAYETTE AREA TRANSPORTATION & DEVELOPMENT STUDY

TECHNICAL TRANSPORTATION COMMITTEE

MEETING MINUTES

MAY 22, 2007

MEMBERS PRESENT

Jon Fricker
Sallie Fahey
Opal Kuhl
Dave Buck
Jim Knapp (proxy for Betty Stansbury)
Jennifer Bonner
Marty Sennett
Randy Walter
H. Mike Yamin
Captain Rick Walker
Deputy Chief J T Walker

JTRP
Area Plan Commission
Tippecanoe County Highway Director
West Lafayette City Engineer
Purdue Physical Facilities
Lafayette City Engineer
GLPTC
INDOT Urban & MPO Planning Section
INDOT Crawfordsville
Tippecanoe County Sherriff Department
West Lafayette Police Department

NON-VOTING MEMBERS

Dave Franklin
Doug Gendron
Susie Kemp

Federal Highway Administration
INDOT, Crawfordsville
INDOT, Crawfordsville

ALSO PRESENT

Jeromy Grenard
Bob Foley
Gina Quattrocchi
Ryan Smith
John Thomas
Doug Poad
Melissa Baldwin

West Lafayette Engineer's Office
Lafayette City Engineer's Office
WLFI-TV
HE-BFS
APC
APC
APC

Jon Fricker called the meeting to order at 2:00p.m.

I. APPROVAL OF THE APRIL 18, 2007 MEETING MINUTES

Jennifer Bonner moved to approve the minutes of the April 18, 2007 meeting as submitted. J.T. Walker seconded.

Sallie Fahey distributed copies of pages 2, 3 and 4 of the minutes with corrections suggested by Randy Walter.

Doug Gendron asked that the reference to North 9th Street on page 6 be changed to read Knox Drive and Chippewa Street.

Opal Kuhl asked that "overhead lights" on page 6 be amended to read "overhead lines".

The amended minutes were approved by unanimous voice vote with Mike Yamin abstaining.

II. ACCESS PERMITS

NONE

III. AMENDMENTS TO THE *TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2007*: For recommendation to the Area Plan Commission.

Doug Poad stated that at the last meeting Dave Franklin of the Federal Highway Administration said that INDOT is developing a new FY '08 INSTIP (Indiana Statewide Transportation Improvement Program). He went on to say that all local projects requesting federal funding in FY '07 would not be funded when the new FY'08 INSTIP is adopted unless they were reprogrammed into FY '08. Staff has made the appropriate adjustments to the TIP and the title has been updated to reflect the new initial year (FY '08) as well as a subtitle to clarify that it is an amendment to the FY '07 TIP. All local road projects requesting federal funds in FY '07 have been shifted to FY '08 and the Prioritization of Projects and Financial Summary and Plan have been updated. Although the priorities within each year have not changed, the '07 priorities are shown as 1-2-3 and the FY '08 projects now begin with 4 with all references to FY '07 have been changed to reflect the new initial year.

Sallie Fahey stated that the figures for FY 2010 and FY 2011 on page 44 need to be changed to reflect the *5% Change Order Reserve* and then they will match the figures on page 33. She went on to say that she has questions about the percent change in the maintenance and operations portion. She feels that those are calculation errors and can be worked out at the office,

Randy Walter stated that there is a request from the district office with regard to a state project listed on page 21, project 14. The cost has been recalculated and the project will now cost \$1,000,000.00 instead of the \$523,000.00 that is listed, with the federal portion at \$800,000.00 and the state portion at \$200,000.00. The other request is to change the terminus to US 52 to Park East Boulevard.

Opal Kuhl asked Sallie Fahey if her question was about the fluctuations and how the funds come in. She checked in her office and was told that sometimes the MVHLRS and CUM bridge money does not come when they should.

Sallie Fahey responded that her question was regarding the second to the last percentage change on page 47. She had difficulty with the figures and how they started with a negative figure in '02, to a positive figure and still showing a negative percent change.

Opal Kuhl moved to approve the amended *TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2007* and send a positive recommendation to the Area Plan Commission. Marty Sennett seconded and the motion carried by voice vote.

IV. AMENDMENTS TO THE *TRANSPORTATION PLAN FOR 2030*: For recommendation to the Area Plan Commission.

John Thomas stated that, according to the Gap Analysis, the *TRANSPORTATION PLAN FOR 2030* needs to provide additional information on goals and objectives, safety and security issues, fiscal constraint, policy discussions with local, state and federal agencies of the Plan's effect on the environmental and potential mitigation activities, and the operation and management measures the community uses to preserve the transportation system. He went on to say that the Comprehensive Plan goals and objectives are now included to provide a more comprehensive perspective of the driving principles for the transportation planning process. Safety and Security planning factors have been created in amendments #1, #3 and #5 that reflect their new importance in SAFETEA-LU. SAFETEA-LU's concern for the operation and management of the transportation system is a good opportunity to document, in amendments #8, #9 and #12, the existing management systems the community has to preserve our

highways, bridges and transit system. A significant addition to the Plan starts to address the broader policy and strategy issues of its environmental implications. SAFETEA-LU requires that highway projects requesting federal assistance reflect year of construction, estimated costs and revisions in Table 4 have been made to our list of Federal aid projects. He further noted that some of the projects will be pared down to match available Federal funds by the year 2030. He referred to the *Total "Year of Construction" Costs* document and noted that there is a \$61,000,000.00 shortage between the needed and available funds. He provided two scenarios and asked the Committee to pare the list to achieve a balance. He then summarized the plan and concluded by requesting approval.

Jon Fricker asked how the anticipated Federal funds were calculated.

John Thomas stated the figures are in the Transportation Plan and are provided by INDOT. A 2% growth is calculated every year through 2030, based on the average for the last 3 years.

Dave Franklin asked if the funds are calculated through 2030.

John Thomas stated that is the case.

Jon Fricker asked what inflationary figure was used for the cost side.

John Thomas stated the figure is similar to the 6% to 7% INDOT is using, with some modification.

Jon Fricker stated that he recently attended a national conference where figuring inflationary project construction costs were discussed.

Opal Kuhl added that the Committee is starting out with numbers that were pulled out of the air.

Dave Franklin stated that construction after FY 2009 has 0% growth. At that time it is projected that the trust fund will go into the red. The trust fund will not go broke but many decisions will need to be made at that time.

Opal Kuhl noted that in the past few years many projects have been scaled down and constructed with local funds.

Dave Franklin feels that the middle scenario will be the best and should come in no more than 10% over.

Sallie Fahey stated that is important to know that 10% over is acceptable.

Dave Franklin added that the regulations require that the *Long Range Plan* be financially reasonable.

Rick Walker asked if 10% over is the norm.

Dave Franklin replied that first figure is unreasonable. The second figure (1st scenario) is too high and the third figure (2nd scenario) is the most reasonable.

Sallie Fahey stated that she would like to rely heavily on Dave Franklin's recommendation but she would like to hear from some other people on the Committee regarding the different scenarios.

Mike Yamin added that INDOT over-programs by 20% because the project estimates are not exact.

Randy Walter added that sometimes a project does not go because an issue arises and during the delay costs can increase.

Opal Kuhl asked how often the estimates will need to be revised.

Dave Franklin responded that this will be revisited every 4 or 5 years.

Rick Walker asked if a similar thing was done in 2003.

Sallie Fahey replied that it was done last year for the 2030 plan. The reason this is being done again is to satisfy all the requirements of SAFETEA-LU. Other than that, the *Long Range Plan* does not have to be amended during the 5 year period.

Jennifer Bonner asked that the Teal Road project be changed to Maple Point.

John Thomas stated that there is a table in the plan that lists all the projects, not just those requesting Federal funds. Those projects have never been calculated for inflation. He made inflation factor adjustments to that table.

Sallie Fahey asked the Committee to vote on the scenarios before moving on to other issues.

Opal Kuhl prefers scenario #2 because nothing is dropped out but rather moved to another column.

John Thomas noticed that there is one priority project on scenario #2 that should be included but not. He referred to the \$4,569,000.00 Klondike project, US 52 to Lindberg. He stated that he would move that high priority project back into the list. Adding that project in will take the balance to <\$1,600,000.00>.

Jennifer Bonner preferred adding the three West Lafayette low priority projects back into scenario #1.

Dave Franklin stated that the first 5 years of the plan must be financially constrained and reasonable criteria used after that.

Jennifer Bonner then stated that the three West Lafayette projects could be added in on scenario #2.

Jon Fricker asked if the Klondike project has been accepted back into scenario #2.

Sallie Fahey responded that it has been added back in.

Jon Fricker asked if a motion is needed.

John Thomas answered that a motion was not needed as it was a scrivener's error on his part.

Rick Walker asked if the financial projection takes into account all the money given every year where INDOT comes in with a list of additional funds they are able to provide. He feels that occurs regularly at the end of the year.

Dave Franklin stated that there is not a big difference between the equity figures and the final numbers. He added that 25% of the Equity Bonus Funds go to the MPO and that is because there is more money coming back from the revenues and projections. Historically that can be charted and used as a projection for federal funds.

Sallie Fahey said that she would have Doug Poad check into it but she does not believe that our MPO has ever received any funds at the end of the year.

John Thomas suggested adding the Klondike Road project and the 3 West Lafayette projects back into scenario #2, leaving a <\$7,900,000.00> deficit balance.

Rick Walker moved to approve scenario #2 for the **TRANSPORTATION PLAN FOR 2030** with the Klondike Road and the three low priority West Lafayette projects added back in. Jennifer Bonner seconded and the motion carried by voice vote.

John Thomas stated that there is a list of all projects in the *Transportation Plan*. He asked the Committee if he should apply an inflation factor to all the projects not requesting federal funds.

Rick Walker asked what has been done in the past.

John Thomas answered that an inflation factor has not been applied in previous plans.

Dave Franklin responded that the best way is to find out what projects programmed in the past actually sold for as well as the final close-out. Comparing those two figures will give a historical trend and give a fairly accurate indication of the future.

Doug Poad added that the costs were based on previous project costs and staff was able to come up with a trend.

Rick Walker stated that he does not want to put anyone on the spot

Dave Franklin added that the FHWA would like to see projects listed with year of construction dollars. Some sort of standards need to be applied to projects. It is best to be as accurate as possible but there has to be some reasonable expectation for the public as these documents are primarily for them. He feels there will be more money available when the later years come.

Jennifer Bonner suggested, for consistency to the report, that the same numbers used for the scenario adjustments be applied here.

Jon Fricker stated that it is a unique position to have year of construction costs for each project and summarize them over the length of the plan. The advantage is getting year of construction cost and adding them up but that will provide different dollars.

Randy Walter noted that there are only a couple of projects each year to look at.

Doug Poad disagreed and added that there are many other projects: like adding travel lanes, new construction, etc.

John Thomas stated that the *Transportation Plan* has been modified to address the issues identified in the *Gap Analysis* and he distributed the *Public Participation Plan*, also required by SAFETEA-LU. The *Amendments to the 2030 Transportation Plan*, the *Public Participation Plan* and the *Amendments to the TIP FY 2007* will be presented to the Citizen Participation Committee tonight and the Administrative Committee on Tuesday, May 30th. The APC is allowing the Executive Committee to hear and approve the *TIP* and the *2030 Transportation Plan* on June 6th. The *Public Participation Plan* will be heard by the full Area Plan Commission on June 20th. He requested that these plans be sent to the APC with a favorable recommendation.

Sallie Fahey suggested the Committee read and recognize the work Melissa Baldwin did on Appendix 4. It is a very interesting environmental analysis of routes.

Opal Kuhl moved to recommend approval of the **AMENDMENTS to the TRANSPORTATION PLAN FOR 2030**, as discussed and amended, to the Area Plan Commission. Rick Walker seconded and the motion carried by voice vote.

V. STUDY PROGRESS:

1. Public Participation Plan

John Thomas stated that staff has been working on the *Public Participation Plan* to document and formalize the current procedures.

Sallie Fahey stated that the document is for information and that no recommendation or discussion is needed. She went on to say that comments are always welcome.

Randy Walter asked if this is now the *Public Involvement Plan*.

Sallie Fahey responded that it is going from the *Public Involvement Plan* to the *Public Participation Plan*.

Dave Franklin added that the plan can be called whatever you want.

2. Melissa's Work:

John Thomas informed the Committee that Melissa Baldwin has been working intensively on the environmental section of the *2030 Transportation Plan* amendment, HPMS data collection and the 2006 accident report.

3. Doug's Work:

John Thomas further stated that Doug Poad has been working on the *Coordinated Public Transit Human Services Plan* and the *Annual Listing of Projects*.

Doug Poad referred to the TIP, noting that for the past two years there has been a summary of the projects that were funded using Federal gas tax funds. SAFETEA-LU requires that an annual listing of projects be provided. Staff decided, rather than providing a bare-bones informational piece, to take it a step further and provide additional information. The document is more visual and provides the public with a better understanding of where their Federal gas tax money was used. He concluded by summarizing the contents of the report and added that the document will be done annually.

Sallie Fahey added that the document is more like an annual report of Federal gas tax dollars.

Doug Poad added that all the documents discussed can be found at the Tippecanoe County web site.

**VI. OTHER BUSINESS:
Draft letter to INDOT regarding construction signs on SR 38 by the Tippecanoe Mall.**

Jennifer Bonner informed the Committee Bob Foley is working on the letter to INDOT but it is not ready to be presented to the Committee.

Sallie Fahey stated that the topic will be kept on the agenda for the next meeting, June 20th at 2:00pm.

VII. ADJOURNMENT:

Jon Fricker adjourned the meeting at 4:05p.m.



Sallie Dell Fahey
Secretary